

Challenger Session

**Georgetown University
Conference Center**

November 30, 1999

A large commercial airplane, likely a Boeing 747, is shown in flight against a light blue sky with soft, white clouds. The aircraft is positioned in the lower half of the frame, angled slightly upwards and to the right. Its four engines are clearly visible under the wings.

Thomas E. McSweeney

SAFER SKIES

- Accomplishments:
 - GA and Commercial Aviation efforts underway
 - Industry and FAA involvement at the right level
- Challenges:
 - Implementation
 - Prioritization
- Issues:
 - How do we keep things moving?
 - What metrics should we use to measure our success?

Air Transportation Oversight System (ATOS)

- Accomplishments:
 - Implemented with 10 major carriers
 - First round of changes being implemented
- Challenges:
 - Proper regulatory compliance
 - Collection and analysis of precursor data
- Issues:
 - Better idea of success for all parties
 - Enforcement of best practices

Aviation Rulemaking Advisory Committee (ARAC)

- Accomplishments:
 - Structure well in place
 - Used for international harmonization
- Challenges:
 - Consensus on complex issues
 - FAA timely processing of recommendations
- Issues:
 - Fast track harmonization projects
 - Rethinking of ARAC products and role

Voluntary Submittal of Data

- Accomplishments:
 - FOQA policy statement issued
 - ASAP Advisory Circular imminent
- Challenges
 - Identifying the proper precursors
 - Consolidation of data across the industry
- Issues:
 - FOIA and privacy
 - Enforcement

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William Davis



White House Commission Report

Protecting Civil Aviation is a Matter of National Security

- Government Funding of Capital Investment
- Partnership: Government and Industry
- Strengthen Defenses in All Attack Vectors
 - .Checked Baggage
 - .Cargo/Mail
 - .Preboard

Accomplishments

Partnership: Baseline Working Group
Aviation Security Advisory Committee
Airport Consortium
Integrated Product Team

CAPPS (Computer Assisted Passenger Prescreening System)

Baggage Screening: Good start; years to go

Cargo Security: New Program

Access Controls: Sustainment?

Challenges

Technology Deployment: EDS, Trace, the Future

The Human Element: Staffing, Training, Performance

Activities in Air Operations Areas

Partnership and Enforcement

Low but Chronic Threat

Where are the Security Challengers?



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Steve Brown/Steve Zaidman

System Efficiency

Operations/Infrastructure

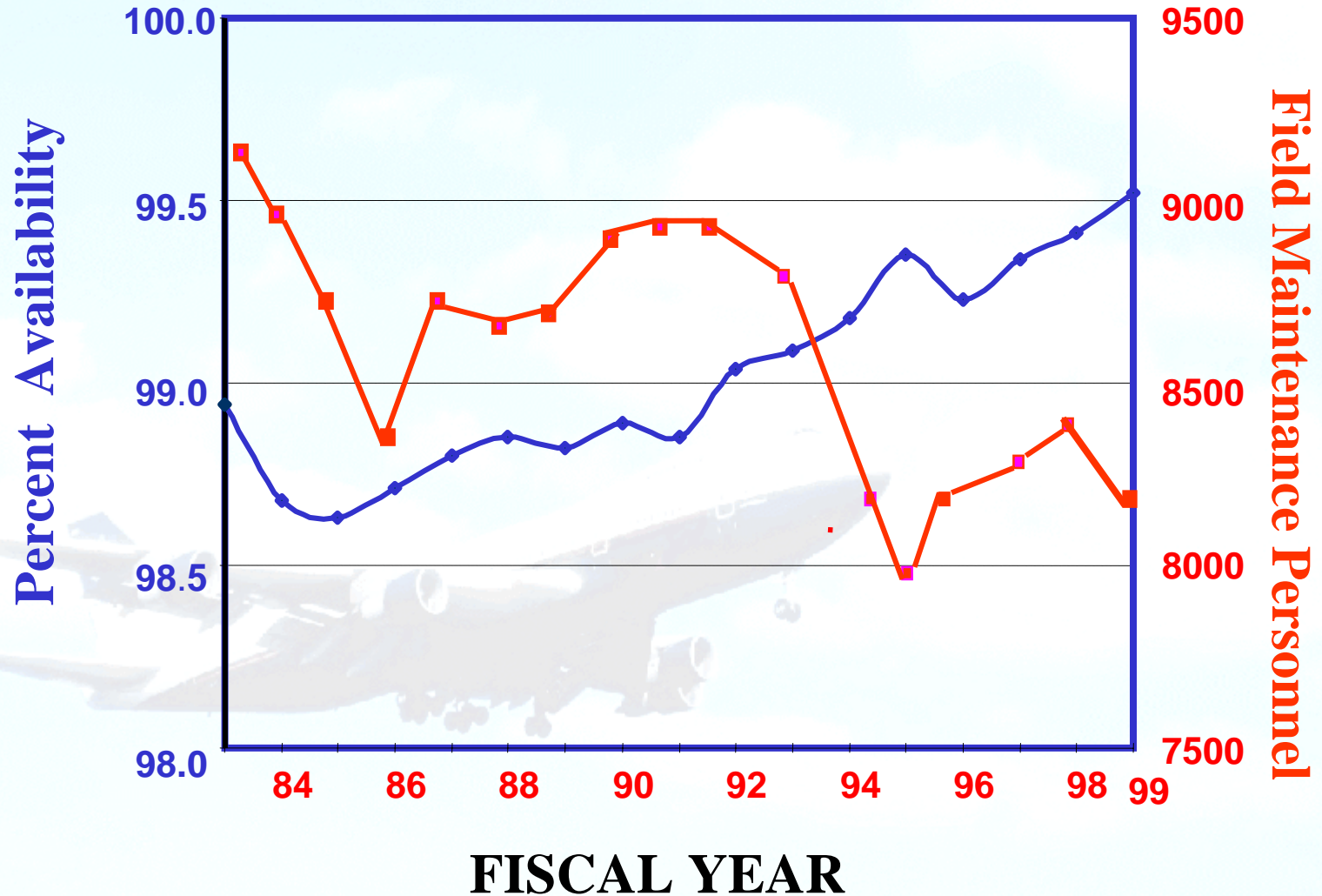
Modernization/Capacity

Safety Objectives



Operations/Infrastructure

NAS Operational Availability/Field Maintenance Personnel



Operations/Infrastructure

ATC Daily Report

Monday, November 23, 1999

· Total Instrument Flight Rules Departures:
52,390
(Includes air carrier, general aviation, and
military)

Air carrier count 34,717

North American Route Program (NRP)

Flights: 2,039

(Approved NRP routings at Flight Level
290 and above)

· **Total Center Controller Operations: 125,789**
(6% more than last year)

• **Total Controller Operations at 55 Busiest
Airports: 53,898**
(1% less than last year)

• **Total Delays: 1,371**
(1% of Total Enroute Controller Operations)

• **Equipment Delays: 6 – 4** due to Kennedy
Runway 31 Left glide slope being out of service;
2 due to a radar display failure at Detroit.

Operations/Infrastructure

ATC Daily Report

Monday, November 23, 1999

•Factors Affecting System Efficiency:

Early morning fog impacted operations in the New York area. Ground delay programs were implemented for Newark and LaGuardia arrivals in response to reduced capacity.

➤ A ground stop was required at Kennedy due to a glide slope failure.

➤ Philadelphia was also impacted by fog requiring a ground stop followed by a ground delay program that ran through the early evening.

➤ The Washington, D.C. area was affected by morning fog and ground stops were utilized at the three area airports to manage reduced capacity.

➤ Atlanta experienced low ceilings and reduced visibility that lowered their arrival rate. Demand was controlled using mile-in-trail restrictions and arrival delays resulted.

➤ Low ceilings reduced the arrival rate at St. Louis. Two ground stops were issued to manage arrival demand.

Operations/Infrastructure

ATC Daily Report Monday, November 23, 1999

✈ Thunderstorms developed in Texas resulting in departure delays at Houston and both arrival and departure delays at Dallas.

•Total Delays at Facilities Reporting More Than 50 Delays:

Newark	298
Dallas/Ft. Worth	172
St. Louis	141
Atlanta	113
LaGuardia	92
Philadelphia	74
Kennedy	57

•Customer Comments:

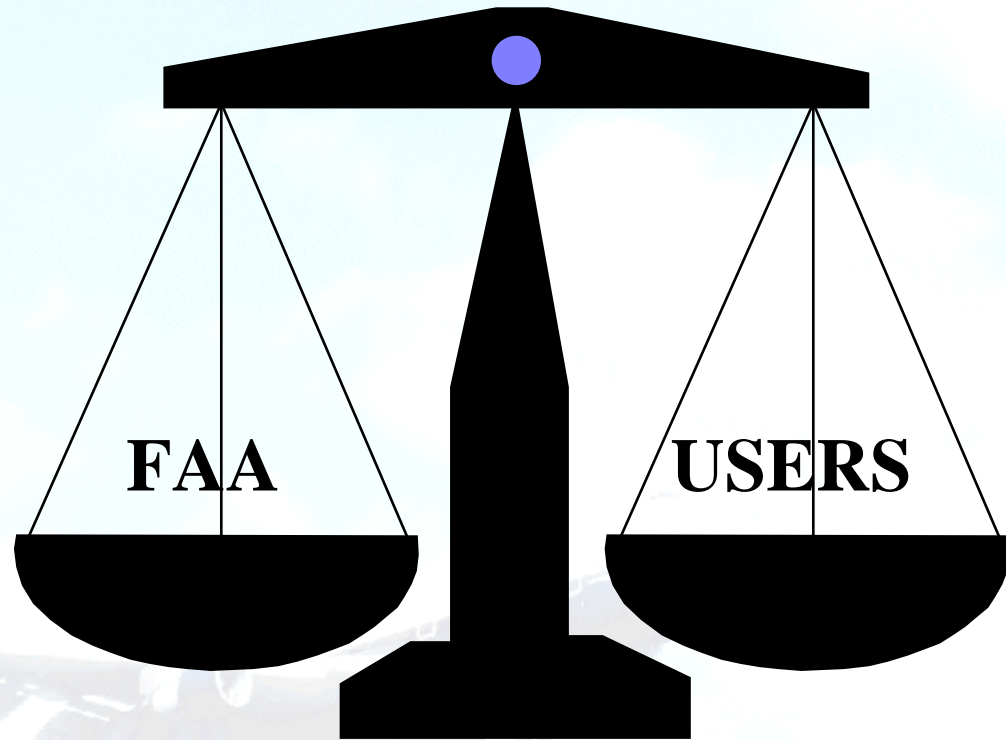
“The Programs today were understandable with the fog and low ceilings.”

“Considering all we had weather wise it went well.”

“The information flow was good tonight.”

“The Programs were well run and canceled when appropriate.”

Modernization/Capacity

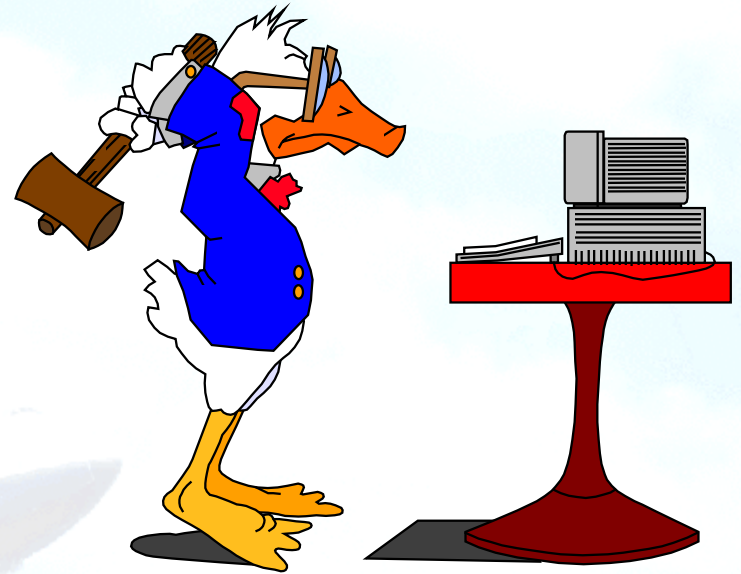


BALANCED EXPECTATIONS

Modernization/Capacity



SUCCESSSES



CHALLENGES

Safety Objectives

Accomplishments

- Y2K
- GPS APPRS - 500/year
- FAA/Airline Collaboration
- Free Flight Phase 1
- AIP/PFC - RWY and Capacity Increases

Challenges:

- LAHSO
- Runway Incursions
- Operational Errors
- Equipment Outages

Issues:

- Data Collection
- Performance Metrics
- “Fly the Plan”
- Alignment of Tactical needs with Strategic Goals

Turbulent Triangle

